

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office.)

16 JUL 1941

Date of writing Report May 21st, 19 41 When handed in at Local Office May 27th, 19 41 Port of Baltimore, Maryland

No. in Reg. Book. 77820 Survey held at Baltimore, Maryland Date, First Survey 3rd May Last Survey 15th May 19 41  
on the Machinery of the Wendell Steel S.S. "KRONOBORG" (No. of Visits 4)

Tonnage { Gross 8287  
Net 5155 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. When 1920 Month 4  
Engines made at Newcastle By whom Palmers' Co. Ltd. When 1920 19 22  
Nominal Horse Power 729 NHP Boilers, when made (Main) 1920 (Donkey) -  
No. of Main Boilers 4 SB Owners J.A. Zachariassen & Co. Owners' Address -  
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 210 lbs. Port Nystad Voyage -  
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Maryland Drydock Co., Ore Pier Canton

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) Part M.S. &amp; T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " "

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -

, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -

, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 4th May, 1941

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Steam pipes to test on vessel's return.

With vessel on drydock, propeller removed, tail shaft drawn examined with stern bush, stern bush rewooded, reinstalled in good order.

All sea valves opened, cleaned, and examined, valves ground

Stems repacked and chests recoated

Main injection sea strainer renewed.

L.M.C.

Cylinders, pistons slide valves, rods; crank, thrust and intermediate shafts; pumps including main air, circulating feed, bilge and ballast pumps.

Also valves, cocks, pipes and strainers of pumping arrangement examined. Main condenser examined and tested.

Electrical Equipment examined and tested.

(P.T.O.)

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in an efficient condition and eligible in my opinion to remain as classed,

and it is recommended that the records of T.S. (Tail shaft seen) 5.41 may now be made and L.M.C. M.S. 5.41

be made in the Register Book when the steam pipes have been tested.

Survey Fee (per Section 29) M.S. \$100.00  
20.00  
Special Damage or Repair Fee (if any) Sur. 10.00  
(per Section 29.)  
Travelling expenses (if chargeable) 6.00

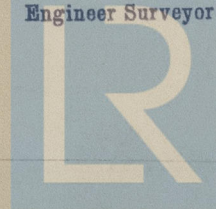
Fees applied for May 21 19 41  
Received by me, Wm. B. Cowin 19 -

Committee's Minute

Assigned Deferred for Engr. M.S.  
T.S. 5.41.

NEW YORK JUN 4 - 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

007825-007833-0217 1/2



Machinery (Cont'd)

Minor repairs effected

web.

Lp. No 2 due 1.41  
 Noti part ms.  
 Hms  
 29.7.41